

IN THE CLAIMS:

Please amend the Claims as set forth at Attachment II, with replacement Claims being set forth at Attachment III. It is respectfully noted that the replacement Claims (Attachment III) incorporate the deletions and underlinings set forth in the amended Claims (Attachment II). It is respectfully requested that the claims of Attachment III be substituted for the claims of Attachment II.

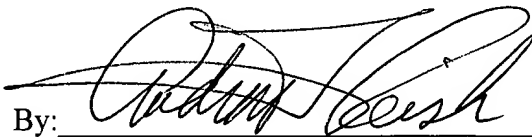
REMARKS

The Claims have been amended to clarify the claimed invention and to meet the application format required for prosecution before the United States Patent Office.

The Examiner is invited to contact Andrew F. Reish, Esq., at (703) 903-0334 in the Washington, D.C. area in order to discuss any matters that may remain outstanding.

Respectfully submitted,

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Attachments

Attachment I: Abstract to be deleted  
Attachment II: Claims as amended  
Attachment III: Replacement Claims

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<sup>2</sup> <http://www.chem.mcgill.ca/~mcooper/chem220/chem220.htm>

**Patent claims**

1. (Amended) [System] A system for automatically monitoring respectively controlling of the position of at least one track-guided vehicle (22, 37, 40, 42, 43, 44, 45), especially rail-vehicle, and for the emission of warning signals, whereas in the vehicle preferably [continuos] continuous the position of the vehicle (22, 37, 40, 42, 43, 44, 45) under use of transmitter/receiver-units (18, 19, 47) being provided in the area of the traveling over tracks respectively rails (21, 34, 35, 36) and for comparison with the determined respectively previously given data, referring to the route to be traveled on, is characterized that way, that by occurrence of dangerous situations, the vehicle (22, 37, 40, 42, 43, 44, 45) sends warning signals at least to other vehicles (22, 37, 40, 42, 43, 44, 45) being in the local close zone, especially to those, which are traveling on a different way from the immediate passing over way.
2. (Amended) [System] The system according to [patent] claim 1, is characterized that way, that from a vehicle (22, 37, 40, 42, 43, 44, 45) different warning signals corresponding to different dangerous situations are emitted.
3. (Amended) [System] The system according to [patent] claim 1[ or 2], characterized that way, that from the vehicle (22, 37, 40, 42, 43, 44, 45) furthermore preferably continuous data concerning the position and identification of these vehicles (22, 37, 40, 42, 43, 44, 45) being in the local close zone, and/or to control stations are transmitted.
4. (Amended) (System) The system according to [patent] claim 1[, 2 or 3], characterized that way, that the vehicle (22, 37, 40, 42, 43, 44, 45) receives preferably continuous from other vehicles (22, 37, 40, 42, 43, 44, 45) in the local close zone, data concerning the position and identification of these vehicles (22, 37, 40, 42, 43, 44, 45) and compares them with those determined and previously given data concerning the distance to be traveling on and checks if there are possible dangerous situations.

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5. (Amended) [System] The system according to [one of the patent claims] claim 1[ to 4], characterized that way, that preferably continuous a check-up of the availability of the warning systems and/or a check-up of the functionality of the transmitter-receiver units (18, 19, 47) implanted in the area of the traveling on tracks respectively rails (21, 34, 35, 35) is carried out and that by occurrence of a mistake, warning signals are emitted and/or a stop of the vehicle (22, 37, 40, 42, 43, 44, 45) is effected.
6. (Amended) [A] The system according to [one of the patent claims] claim 1[ to 5], characterized I that way, that the transmitter-receiver units (18, 19, 47), which are implanted in the area of the traveling on tracks respectively rails (21, 34, 35, 36) are equipped with an encoding e.g., geographic co-ordinates.
7. (Amended) [A] The system according to [one of the patent claims] claim 1[ to 6], characterized in that way, that a storage at least of the data of the previous transmitter-receiver units is carried out, and these data together with identification-data of the vehicle (22, 37, 40, 42, 43, 44, 45) are emitted with the emission of warning signals.
8. (Amended) [A] The system according to [one of the patent claims] claim 1[ to 7], characterized in that way that warning signals are transferred via preferably internationals alarm-or warning frequencies.
9. (Amended) A system for the automatic monitoring and controlling of position of at least one track-guided vehicle, especially rail-vehicle and for the emission of warning signals, whereas the vehicle (22, 37, 40, 42, 43, 44, 45) consists of at least one unit (2) for the monitoring and controlling of the position under use of transmitter-receiver units (18, 19, 47) which are integrated in the area of the traveling on tracks respectively rails (21, 34, 35, 36) and for comparison with the determined respectively previously given data referring to the way to be traveled on, characterized in this way, that furthermore a unit (2) is foreseen for emission and receiving of warning signals at least to other vehicles (22, 37, 40, 42,[42] 43, 44, 45) being in the local close zone, especially to those traveling on another way than the way immediate passing over by occurrence of dangerous situations.

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10. (Amended) [A] The system according to [patent] claim 9, characterized in that way, that the units (18, 19) implanted in the area of the rails respectively tracks (21, 34, 35, 36) at least consist of one unit for emission of a signal that marks the position of the unit respectively an encoding, e.g., of geographic co-ordinates.
11. (Amended) [A] The system according to [patent] claim 9[ or 10], characterized in that way, that additionally a unit for receiving an storage of key data of the vehicle of the vehicle (22, 37, 40, 42, 43, 44, 45) is foreseen.
12. (Amended) [A] The system according to [patent] claim 9, [10 or 11, ]characterized in that way, that units are foreseen for the monitoring and controlling the position as well in the front area (22), especially in the locomotive or a driving element, as also in the back side (22'), especially at the last wagon.
13. (Amended) [A] The system according to [one of the patent claims] claim 9[ to 12], characterized in that way, that in the vehicle (22, 37, 40, 42, 43, 44, 45) the units (2, 3, 4, 8) for the monitoring and controlling the position, for comparison with data referring to the distance and for emitting and for receiving for warning signals are coupled with a common control-and arithmetic unit (1) or preferable are integrated in this one.
14. (Amended) [A] The system according to [one of the patent claims] claim 9[ to 13], characterized in that way, that the unit (2) for emission and for receiving a warning signals is coupleable with driving units of the vehicle (22, 37, 40, 42, 43, 44, 45) and by occurrence of dangerous situations an influence of driving parameters of the vehicle, e.g., a reducing the speed by braking, is feasible.
15. (Amended) [A] The system according to [one of the patent claims] claim 9[ to 14] characterized in that way, that the units (18, 19, 47) implanted in the area of the tracks respectively rails (21, 34, 35, 36) consist of transponder and/or units for a laser marking.

16. (Amended) [A] The system according to [one of the patent claims] claim 9[ to 15], characterized in that way, that the transfer of signals, especially warning signals, is carried out via wireless or cable connection, especially a glass fibre cable, respectively via the rail (21).
17. (Amended) [A] The system according to [one of the patent claims] claim 9[ to 16], characterized in that way, that at respectively in the vehicle (22, 37, 40, 42, 43, 44, 45) additional displays, are foreseen, especially light signals units, for the displaying of the functionality of the system.

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